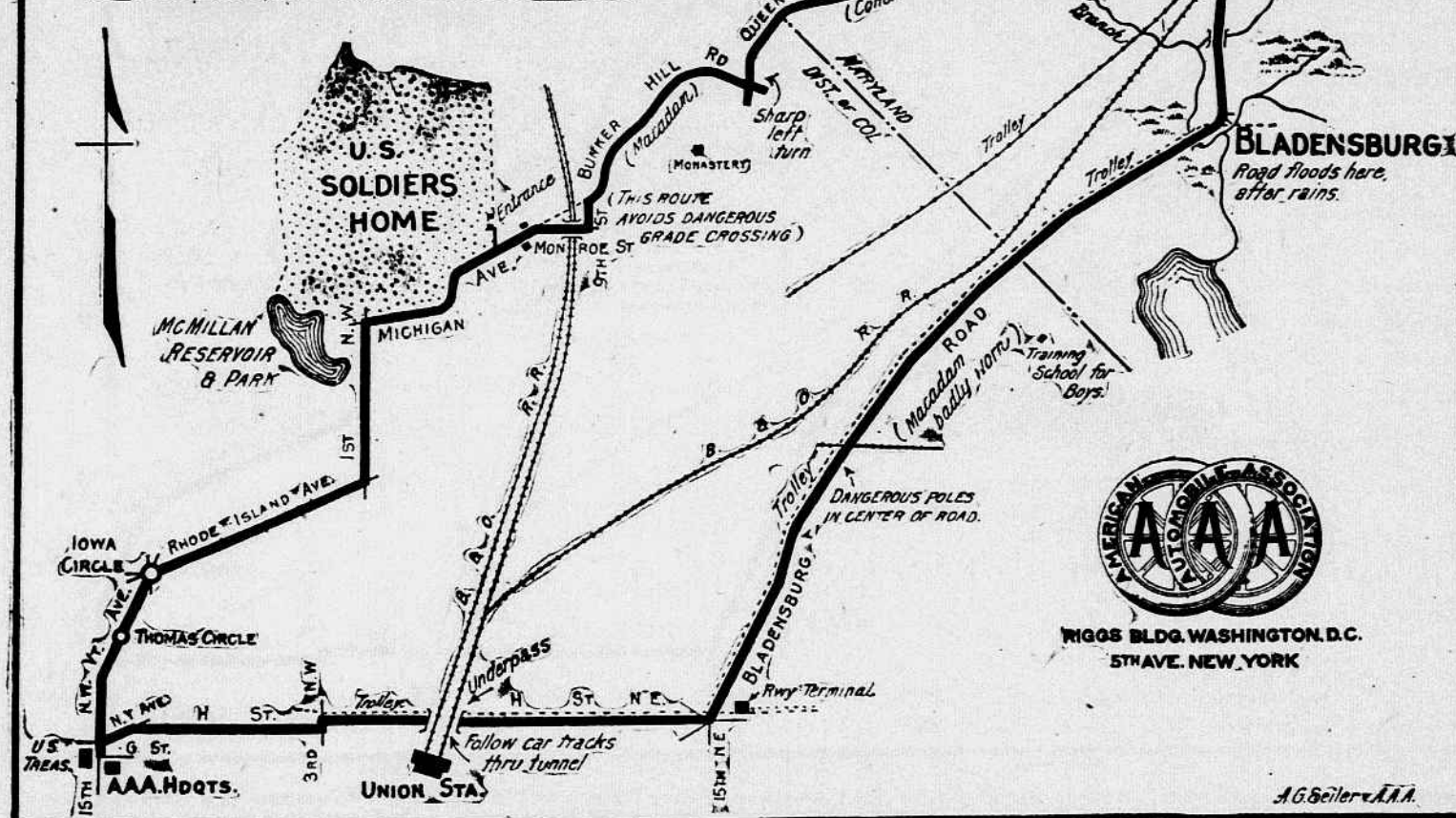


## TWO ROUTES TO THE BALTIMORE PIKE.

## THE ROUTE VIA SOLDIERS HOME IS MORE DIRECT FROM POINTS IN NORTH WASHINGTON AND AVOIDS DANGEROUS R.R. CROSSINGS.



THE ACCOMPANYING MAP OUTLINES TWO WAYS OF REACHING THE BALTIMORE PIKE, WHICH IS THE MAIN ROAD TO BALTIMORE, PHILADELPHIA AND NEW YORK, AND WAS COMPILED BY A. G. SEILER OF THE A. A. A. TOURING BUREAU.

## PRODUCTS BY TRUCK MAKE NEW RECORD

Parcel Post Shipment Covers 180 Miles, Lancaster to New York, in 10 Hours.

## CALLED EPOCHAL EVENT

The tremendous importance of good roads and motor truck delivery were emphasized by the United States Post Office Department the latter part of March with a special parcel post run from Lancaster, Pa., to New York city. The run of 180 miles was covered by a regular parcel post truck loaded with eggs, butter, honey and day-old chicks, in actual running time of ten hours between the two points.

The truck, a one-and-a-half-ton Autocar, left the Lancaster post office at 4:15 a.m. It drew up at the 33d street post office, New York city, at just 4:17 o'clock in the afternoon, and by 5 o'clock the shipments had all been delivered to the consignees. This brings within a daily shipment of New York city all farms for a radius of 180 miles. In telling of the trip at a dinner of the Motor Truck Club, New York, on the evening of the trip, Fourth Assistant Postmaster General Blakeslee declared that this was the first time in the history of the country, by freight, express or mail, that a shipment had been made from producer to the consumer in one day over a distance of more than 180 miles.

"It is an epoch in the history of the United States and of the world," said Francis M. Hugo, secretary of the state of New York, in discussing the achievement at the same dinner.

Points to Its Significance. "Just consider," he said, "the marvelous significance of making every producing town within 180 miles of the city a real suburb in close and practical shipping distance. He pointed out how much it would help in solving the feeding problem, not only of New York, but of all big industrial centers, and also the tremendous benefit it would give the rural population, thus put in such close contact with the consumer."

Mr. Blakeslee said that the Post Office Department had found by experience in many sections of the country that a motor truck could profitably collect and deliver mail, including farm produce, from points fifty miles away, within a day of twelve hours. He estimated that 1,560 such trucks could perform this service twice within each twenty-four hours on the 156,000 miles of improved road in the United States. The cost of operation would not exceed 20 cents per mile per truck. On such a basis the cost per annum would be \$19,131,200. The earnings of each truck would exceed \$70 per truck per day, or \$34,179,600 per annum. This estimate is based on the present rate of postage and the earnings of the one-and-a-half-ton trucks now in operation in exactly this type of service.

The truck used on the special test from Lancaster to New York was driven by the regular postal department driver, S. David McKinnell, for the entire distance. Delivers Letters to Mayors. Total stops of two hours and two minutes were taken up in the delivery of letters from the mayor of Lancaster to the mayors of Philadelphia, Trenton, Brunswick, Elizabeth, Newark, Jersey City and New York city, a stop for refreshments and two stops for gasoline.

The truck carried, in addition to the driver, a checker and 1,920 pounds of mail. The total distance of 180 miles was covered with twenty gallons of gasoline. The run was made under actual traffic conditions, passing through the hearts of the business districts of all towns and cities on the route between Lancaster and Philadelphia, to the 23d street ferry wharf in Jersey City and from there to the 33d street post office in New York city.

It is possible to deposit a thin coating of copper on iron or steel by the following process: Clean the metal thoroughly, washing with a soda solution of sulphate of copper, which is also known as blue vitriol, in proportions of two ounces of the sulphate to eight ounces of water. While the copper coating will not last as long as electro-plating and will not stand heavy friction, it is a good rough-and-ready method of copper coating, so as to prevent corrosion of the upper metal.

The small rods which are part of the ordinary pocket lamp battery can be filed and trimmed down to make a very acceptable temporary replacement for worn-out carbon brushes in the magnet.

## DOPEY DAN AND LON.

Buy a Bond!

Dear Folks: While the earthquake last Monday nearly skinned Lon Frantz, the rainy season what followed was a blessing in disguise, as it not only compelled the kid to stick around the flat long enough to straighten up a terrible untidy desk, but gave him a chance to answer some of his correspondence that rully shoulda been attended to over two weeks ago. He just asked me to flash a bit of it on the screen for the benefit of his patients, so here goes:

Friend Lon: My Uncle died, an' he leaves a pretty neat lil' roll, left me a seven-passenger touring car. I'm figuring on a two months' pleasure trip as soon as the weather breaks, an' write to ask if you think it advisable to take blankets along?

Answer—Harold, any "mackerel" with blood thin enough to be taken about pleasure trips with his country at war will no doubt need blankets before he returns. Why not steer the old "boat" straight for Planders, where they'll furnish the blankets, an' save you the trouble?

Pal Lon: I pay \$3.75 a week for my room, but in order to be a bit patriotic I slipped in a couple of cents an' allowed two out-of-town government clerks to bunk in with me at \$2.00 a week per bunk. Can they hold me for profiteering?

Answer—No, Emile, not if you keep the windows open.

Dear Lon: I'm a hard-tollin' telephone girl, but havin' been worried by friends of the risk one runs of mixin' up with a germ by ridin' in the overcrowded street cars, I have decided to cut out the movies an' get myself a automobile. What do you think about it?

Answer—While it's my business, Kitty, to boost the automobile industry, it rully wouldn't be polite on my part to try to put a dent in our own public utilities. The street car service is no doubt a bit out of gear, but on the other hand, the average germ today is so busy tryin' to keep off to other germ's corns that he rully ain't got the time to hop on to you.

Dear Mr. Lon: Please excuse my forwardness in writing to you, but I am only a young girl, blonde, with blue eyes an' very white teeth, an' have been invited by my temperance society to render a song at an entertainment next Tuesday night. I have never done anything in public before, so write to ask if you could suggest a song suitable for the occasion. I'm so nervous!

MURIEL MENDELSON. Answer—Above all things, Muriel, don't be nervous! If you're all you say you are, I would suggest you mount the platform an' just stand there, but, of course, if you want to sing, you might try "If I Drops o' Water," "Sailin', Sailin'," or "Roll on, Thou Deep an' Dark Blue Ocean, Roll." Any of them "watery" gems oughta bring down the house.

Dear Lon: I feel perfectly terrible at not doin' more for my country while it is at war. I ain't one of them pushy kind o' "stuffs" but would rully like to do somethin' to prove that I'm regular. What would you suggest?

SADIE PHLAFF. Answer—Listen, Sadie! I write the followin' for a certain "out" friend o' mine who didn't know what to do, but you can use it, too, if you wanta:

If your mind is in a quandary as to what you ought to do, In the way o' makin' sacrifice to see your count Don't hot-air on the corner about how you should respond. Just get a wiggle on yourself an' go an' buy a bond!

If, by perchance, you tangle with the plutocratic crowd, Then get yourself a mess o' bonds an' get 'em right out loud!

Don't think because you've loaned your name to help to make the show That you've a right to strut around an' let the bond part go!

But if you're only drawin' down tea mealy "bucks" a week, Then try to see if you can't make them lil' "buckles" speak!

Cut out some non-essential of which you must An' work your very durndest for a teeny-weeny bond!

Or, if you be a sporty guy, who slips through Don't be a-skewered to tap the lil' "kitty" for two bits!

Then, when the game is over, an' the settlin' part is through, Just slip the tip the "scraps" an' buy a bond or two!

In short, good folks, it's up to you—the issue stands out clear— Either start to shoot-up "over there" or dig-up "over here!"

Don't waste good time in talkin' back, nor sully set an' mean. Just slip the tip the "scraps" an' buy a bond or two!

NOTE—Lon says never mind the natty dresser nor the gink with soulful eyes, but keep your lamps trimmed on the "gum-suck" with the "fifties," "tens" an' "fives."

These figures include vehicles in government use, as well as those in private service. A considerable percentage of these vehicles are not in operation, due to the scarcity of fuel, as well as legal restrictions. It is estimated that the percentage of these vehicles not in use due to these causes are:

Trucks, including delivery wagons, 10 per cent; automobiles, 80 per cent; motor cycles, 80 per cent.

## Autoists Should Help Rid Streets of Glass

Automobilists should help rid Washington's streets of broken glass. There has never been so much of it as now. Often in a ride of five miles about the streets a driver will encounter three or four patches of shattered glass that is almost impossible to evade. When you reach such a spot don't drive on wondering if you have cut your tires, and praying that you have not. Find a policeman and tell him about it, or, better still, call up the street-cleaning department and report it. Broken in accidents, glass often remains where it has fallen for hours. This state of affairs should be remedied.

It is often convenient to have a cement that will resist considerable temperatures. Here is the recipe for a good heat-withstanding cement: Take fifty parts of sulphur, one part of rosin and one part of tallow. Melt these ingredients together and add fine powdered glass to form a paste. This cement must be heated before being used.

## 31,345 AUTOS AT 33 CAMPS AT COST EXCEEDING 54 MILLIONS

Ideas of the extent to which the government is making use of the normal activities of the automobile industry, observed the editor of Motor Life, are given by the disclosure that motor vehicle equipment at the thirty-three divisional camps of the Army requires a total of \$1,845 machines at an aggregate cost of approximately \$54,000,000. These include passenger cars for officers' use, light and heavy trucks, special cars and motor cycles. Further items giving an idea of the huge quantity requirements of this one phase of war activity are the appropriation of \$1,000,000 for heating 160 garages and motor vehicle shelters already built, and the proposed expenditure of \$5,700,000 in building motor repair shops.

These figures were brought out in the course of hearings on the urgent deficiency appropriation bill before the House of Representatives. They will have the value of bringing out the mass totals concerning the equipment of the Army, though the figures are practically nothing in the way of detail that is not already known. The total number of vehicles quoted includes 4,942 vehicles assigned to divisions, 13,341 motorized artillery vehicles and 133 machines assigned to truck companies. The motor equipment of a division costs about \$1,500,000 and includes four limousines, three seven-passenger touring cars, twenty-nine five-passenger cars, ten roadsters, ten light trucks, 348 three-ton trucks and 113 motor cycles. The equipment of a truck company, on the other hand, includes one roadster, one light truck, thirty cargo trucks and two tank wagons. The equipment represents a company cost of \$132,600.

While the figures by no means reveal the scope of government plans with respect to motor vehicle purchase and operation, they again emphasize the fact that, despite the almost staggering proportions of the totals, they do not represent an overwhelming load upon the industry.

For example, the total investment represented by \$1,345 vehicles amounts to only about 6 per cent of the total value in finished products turned out by the automobile makers during the year 1917.

## Cadillac Town Landulet

The Cadillac Town Landulet is the answer to a need for a car for city service. Fine lines and beautiful coach work, together with open vision for the chauffeur, efficient braking and a quick get away are the points one prizes in a town carriage. Beside these requisites, the Landulet (with a folding section for open travel in clear weather) has ample accommodation in the rear compartment for four passengers. Distinctive, dependable, roomy, this equipage anticipates the most particular needs of discriminating owners.

## The Cook &amp; Stoddard Company

1138-40 Connecticut Ave. Phone Franklin 8900.

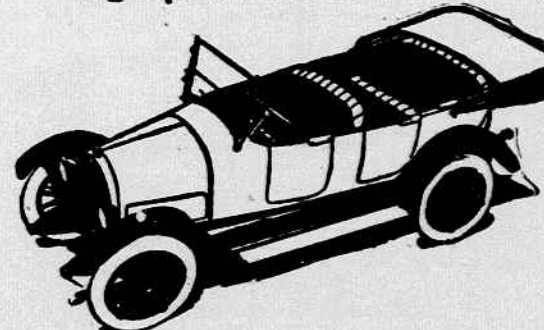
## The Thrift Car

**Overland**

## Beauty and Comfort With Economy

People who will not risk inferiority, but desire to economize, are buying Model 90 cars.

Others who do not want to sacrifice ample room, comfort and beauty but desire to economize, are buying Model 90 cars.



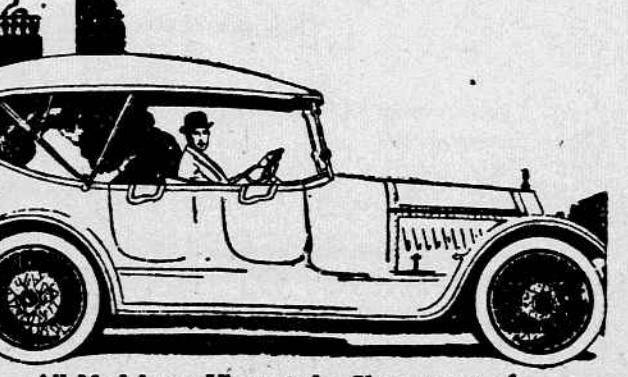
Appearance, Performance, Comfort, Service and Price

Light Four Model 90 Touring Car, \$2,500—A. A. A. Toledo—Price subject to change without notice.

HARPER-OVERLAND CO., Distributor Telephone Franklin 4307 1128-30 Connecticut Ave. N.W.

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A ROAD TEST is the best check on motor car construction. A car that is not allowed to leave the factory until it has demonstrated its ability to meet the ultimate buyer's every requirement is more likely to give permanent satisfaction than one that has to be tuned after it reaches the buyer. Before shipment, every Westcott car is road tested for hill climbing, low throttling, acceleration, ranges of speed and all-round roadability.

Seven Models, \$1990 to \$2790  
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superiorities to you.  
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**REO**

## Had You Noticed This?

AT THIS YEAR'S SHOWS, the close observer—the buyer who understands and who therefore studies mechanical details—must have noticed the adoption of several features that had, therefore, been almost exclusively Reo.

FOR EXAMPLE, the separation of transmission from the rear axle by one group of makers—from the motor by another.

YOU HAD HEARD a lot about the superiority of what they termed the "Unit" power plant or the combined rear axle and transmission.

ISN'T IT STRANGE that those who most loudly proclaimed the merits of that combination are most vociferous in praise of the new individual unit plan!

WE REO FOLK never did see any virtue in the idea of combining two complicated mechanisms. It only increased the complications.

LOOKED SIMPLE—from the outside. But actually made every part more difficult to get at—every adjustment or repair the more expensive.

IT'S THE OLD STORY of the folding bed that, in the day-time looks like a piano. It makes no music—and is a poor place to sleep.

ACCESSIBILITY is the main idea in the minds of Reo engineers.

LOW UPKEEP is the direct result of that quality—the ease with which any part of a Reo can be reached, adjusted, or replaced.

THIS REO SIX is the most accessible Six ever made. And, as a logical and inevitable result, it's cost of upkeep is almost unbelievably low.

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Reo Motor Car Company, Lansing, Mich.



Reo Six Touring 7-Passenger \$1550

Price is f. o. b. Lansing, and the special Federal tax must be added.

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